

Maryland Inventory of Historic Properties number:

Name:

MARYLAND HISTORICAL TRUST

Eligibility Recommended X

Eligibility Not Recommended _____

Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G	None
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Comments:

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

Ans



Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number PG:61-28

Name and SHA No. 16039 over B&O RR

Location:

Street/Road Name and Number: Maryland Route 212 over B&O RR

City/Town: Greenbelt Vicinity

County: Prince George's

Ownership: X State County Municipal Other

This bridge projects over: Road X Railway Water Land

Is the bridge located within a designated district: yes X no

 NR listed district NR determined eligible district

 locally designated other

Name of District

Bridge Type:

 Timber Bridge

 Beam Bridge Truss-Covered Trestle

 Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge

 Swing Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

 X Metal Girder

 X Rolled Girder X Rolled Girder Concrete Encased

 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name _____

Description:

Describe Setting:

Bridge No. 16039 carries traffic east-west on Maryland Route 212 over B & O railroad tracks in Prince Georges County, Maryland. Overhead utility lines run perpendicular to the bridge underneath, while another set of overhead lines parallel the bridge on its south side. The area appears to be in a commercial and industrial area.

Describe Superstructure and Substructure:

Bridge No. 16039 carries traffic east and west on Maryland 212 over B & O Railroad tracks. It consists of a simple, four span, steel beam bridge with two 31'± spans, a 32'± span, a 65'± concrete encased span, and was built in 1937. The exterior stringers in span nos. 1, 3, and 4 are concrete encased, while all of the beams in the main span are concrete encased. The substructure consists of three reinforced concrete piers and two abutments. The clear roadway width is 30'±, with a 5' wide sidewalk on the north side. The deck is covered with a bituminous wearing surface. The parapets are open concrete.

There is severe section loss in one out of four vertical stiffeners at each expansion rocker. The section loss is up to 75% of the stiffener's area and is distinguished by large holes rusted through near the bottom. In 1989 three beam bearings of pier no. 2, were spalled with a 50% loss of bearing area. Pier number 3 had nine of the ten beam bearing areas spalled, with maximum of 75% loss of bearing area on two of the nine bearing areas. 1977-1979 inspection reports indicate numerous cracks in the pier foundations. The anchor bolts and rockers were rusting with some resultant section loss. There was also traverse and diagonal cracking in the beams.

Discuss Major Alterations:

In 1991, the roadway joints at piers 1 and 2 were modified, and the bents, sidewalk, and curbs were repaired. In 1979 unknown emergency repairs were performed on this bridge. Numerous repairs were made the bridge in 1979 including chipping and removal of the pier bearing pedestal, removal of shoes, which were then cleaned and reused, chipping of existing gunite on the railroad stringer span, new support devices were fabricated, the top of the pier was grouted. Other repairs which may have been completed include modification of bents, jacking the structure, for a partial removal of concrete in piers through chipping, epoxy protective coating of piers and abutments. At least two of the three pier caps appear to

be new.

History:

When Built: 1937

Why Built: Local transportation needs

Who Built: Unknown

Why Altered: Safety and Structural reasons

Was this bridge built as part of an organized bridge building campaign: Yes

Surveyor Analysis:

This bridge may have NR significance for association with:

☐ A Events ☐ Person

☒ C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:

This bridge was probably built as part of the state program for the elimination of at grade railroad crossings.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

It is unknown whether the construction and/or alteration of this bridge has had significant impact on the growth and development of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No, this bridge does not appear to be located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

This bridge may be a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

In spite of many repairs to the piers and pier caps, the abutments, the superstructure, and the concrete pigeon hole parapets this bridge appears to remain intact. This structure appears to retain the integrity of its primary character defining elements as defined within the Context Addendum.

Should this bridge be given further study before significance analysis is made and Why?

Further research of this bridge is unnecessary. This bridge is eligible for inclusion on the National Register of Historic Places under Criterion C.

Bibliography:

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context.

State Highway Administration

v.d. Bridge Inspection Files.

United States Geological Survey

1965 7.5' Lanham Quadrangle, photorevised 1979.

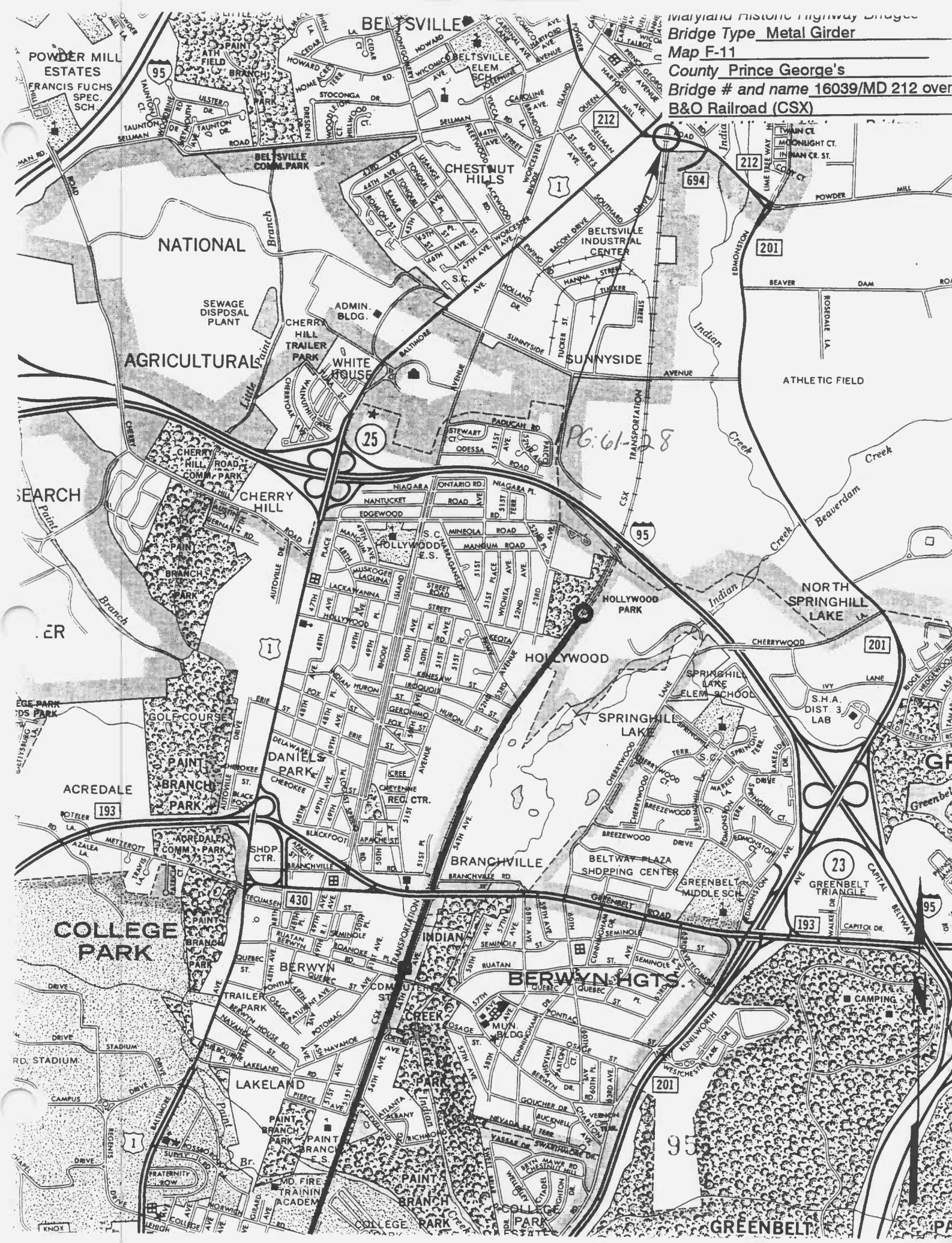
Surveyor:

Name: Jason D. Moser **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map F-11
County Prince George's
Bridge # and name 16039/MD 212 over
B&O Railroad (CSX)





Inventory # PG: 61-28

Name 16039 MD 212 OVER B&O RR
County/State PRINCE GEORGES COUNTY/MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SWA

Description WEST APPROACH LOOKING
EAST

Number 1 of 4
9 of 29



Inventory # PG: 61-28

Name 16039-MD 212 OVER BEORR
County/State PRINCE GEORGES COUNTY / MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 24 of 24

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Inventory # PG: 61-28

Name 16039-MD 212 OVER B&D RR

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 4 of 4

MARYLAND HISTORICAL TRUST ADDENDUM SHEET
Montgomery-Prince George's Short-term Congestion Relief

Property Name: Bridge 16039
Survey No.: PG:61-28

Property Address MD 212 (Powder Mill Road) over CSX (B & O Railroad), Beltsville, Prince George's County
Owner Name/Address State Highway Administration/ 707 N. Calvert Street, Baltimore, MD 21202
Year Built 1937

Description:

Bridge 16039, Powder Mill Road over CSX (B & O Railroad) was previously surveyed and was determined eligible for the National Register by the Interagency Review Committee in 1996.

Bridge 16039 is a 4-span, 4-lane metal girder bridge. The structure is 51.8 meters (170 feet) long, and there is one sidewalk measuring 1.2 meters (4 feet). The out-to-out width is 10.7 meters (35.1 feet). The superstructure consists of ten plate girders which support a concrete deck with a bituminous wearing surface and pierced concrete parapets.

The structure is relatively unchanged from the previous survey, although there are areas of spalling and deterioration along the curbs and on the pierced parapet.

MHT CONCURRENCE:

Eligibility ☒ recommended ☐ not recommended

Criteria A B X C D Considerations A B C D E F G None

Comments: THIS IS A DOCUMENTATION RESOURCE ACCORDING TO
SNAS PRESERVATION PLAN FOR HISTORIC BRIDGES

[Signature]

Reviewer, Office of Preservation Services

9/1/95

Date

[Signature]

Reviewer, NR program

Date

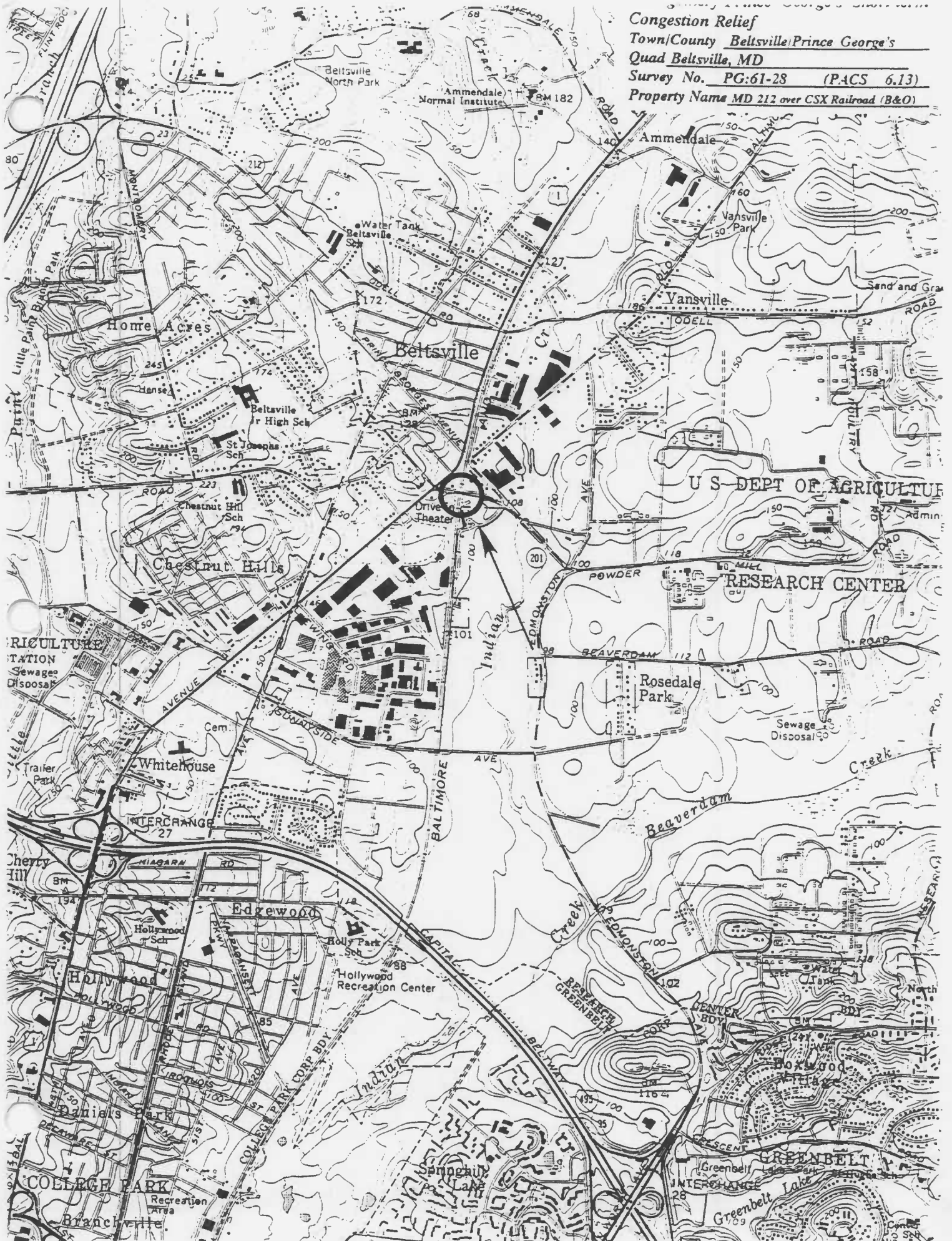
Congestion Relief

Town/County Beltsville/Prince George's

Quad Beltsville, MD

Survey No. PG:61-28 (PACS 6.13)

Property Name MD 212 over CSX Railroad (B&O)





- 1 PA 61-28
- 2 R. Age 16039
- 3 Prince George Co, Md
- 4 Susan Taylor
- 5 5/98
- 6 Ad SHP
- 7 N. K. K. K.
- 8 1576



- 1 Pl. 61-28
- 2 Budget 10132
- 3 Prince Georges Co, Md
- 4 Susan Taylor
- 5 5/98
- 6 Md STATE
- 7 W abatement + Pers
- 8 2 of 6

2000-01-25



- 1 P.E. 61-9
- 2 Bridge 16039
- 3 Prince George's Co Md
- 4 Susan Taylor
- 5 5/90
- 6 Md SHPC
- 7 D elevation
- 8 3 of 6

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- 1 Pp. 21-23
- 2 Budget 1939
- 3 Prince George's Canal
- 4 Susan Taylor
- 5 5/98
- 6 Mid SHD
- 7 W approach
- 8 4 of 6

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1 PG 51-28

2 Bridge 1537

3 Prince George Co, Md

4 Susan Taylor

5 5/98

6 Md SHPO

7 Receipt

8 6-50

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1 27: 61-20

2 Budis 16039

3 Prince George Co. Md

4 Susan Taylor

5 5198

6 Mid LHP

7 E approach

8 5 of 6

27: 61-20